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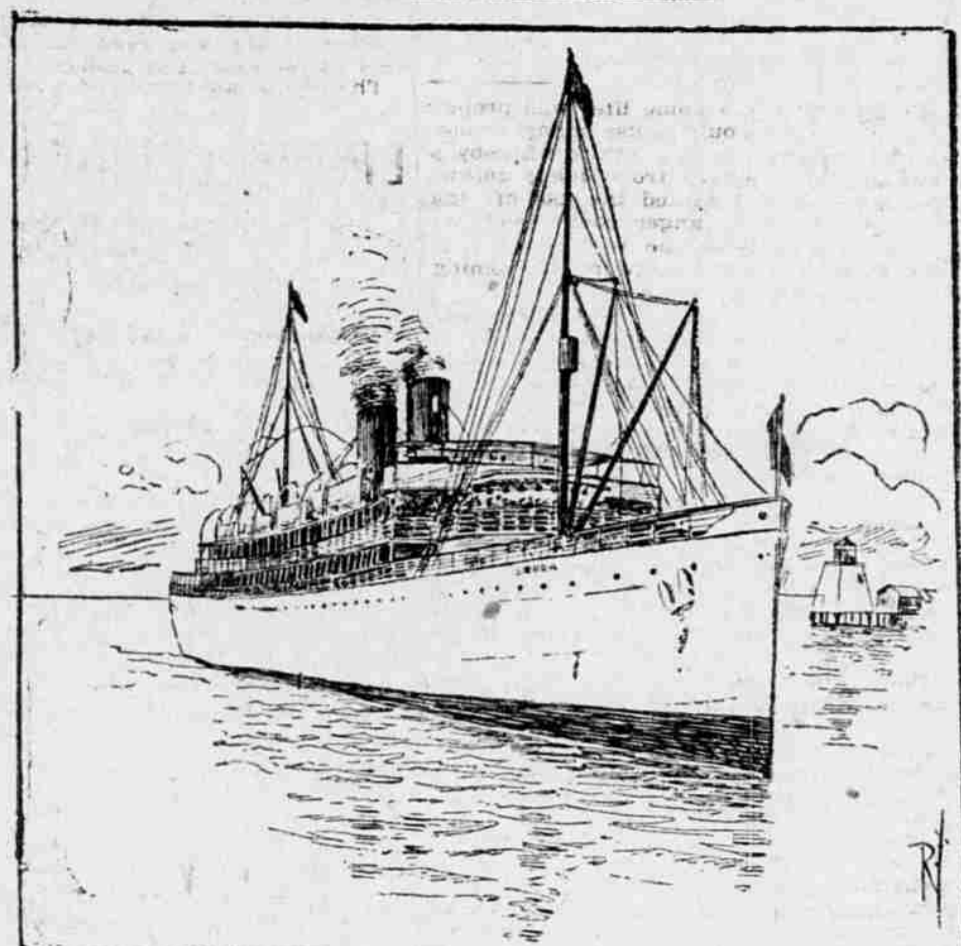
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WATERFRONT NEWS.



THE Sierra beat the Coptic on the run from San Francisco. This was the news which passed from mouth to mouth along the waterfront yesterday shortly after the arrival of the Oceanic Company's steamship. The new boat made a splendid run from San Francisco, covering the distance in 5 days and 10 hours. The Coptic sailed from the Coast several hours before the Sierra, leaving at 1 o'clock in the afternoon, while the Sierra did not get away until 7 o'clock in the evening of Thursday, March 7.

The Sierra was sighted off Koko Head about noon yesterday; at 1:30 in the afternoon she was alongside the Oceanic wharf. A couple of hours later the Coptic was sighted and about 6 o'clock in the evening she was moored at the Pacific Mail wharf.

The new boats of the Oceanic Company are making records and are proving themselves the finest vessels afloat in the Pacific.

The following is a complete list of the passengers who arrived on the Sierra for this port; also those going through to Auckland and Sydney:

Honolulu—Miss L. Anderson, H. Ashley and wife, Miss Ashley, J. T. Ashworth, L. W. Atkins, Jos. Aylor, J. B. Barnett and wife, R. C. Barr, Dr. L. Barth and wife, C. Becker, L. G. Bees, Dr. J. L. Benebe and wife, D. Benebe, Mrs. M. L. Bettis, F. W. Black, J. Black, Miss M. Blackman, J. Blakely, Dr. F. N. Bonine, J. R. Bordeaux, W. W. Branch and wife, J. F. Brown and wife, Dr. J. W. Brown, Dr. O. C. Bunting, J. S. Caldwell, Mrs. T. M. Callahan, D. F. Campbell, J. C. Campbell and wife, Miss Campbell, R. P. Carr, Mrs. Ed. Chase, G. Chiera and wife, Chas. Chipman and wife, O. M. Clark, Miss M. Clark, Jas. Clyne, Miss T. Clyne, A. J. Coffee, D. L. Cornwell and wife, E. J. Cotton, R. Cramer, J. F. Carter and wife, H. A. Crawford, Miss A. Crawford, J. K. Crowliff and wife, Mr. Cunningham, W. H. Currier and wife, J. S. Curtis, B. L. Dewey, Mrs. J. Dickinson, G. D. Dieffenber and wife, C. V. Dykeman and wife, F. O. Evans and wife, Sam'l. Felt and wife, Jas. Fennell, Master Fennell, C. E. Fink, J. J. Fisher, J. L. Fuller, T. F. Garratt, S. S. Getchell, E. Gilbert, G. A. Gregg, Miss L. Haag, Dr. T. S. Hacker, A. Halliday, D. D. Hanover, J. C. Herkner, L. C. Hill and wife, J. D. Holsman, J. H. Howard and wife, H. Howell, A. Hromada and wife, C. A. Hungerford and wife, W. G. P. Jacobs, N. J. Johnson, S. Johnson, Mrs. G. P. Jones, Mrs. M. E. Jones, A. W. Judd, C. G. Judd, W. Karch, P. Kettering and wife, King, P. V. Knause, G. F. Kuhls, Miss C. Kuhls, J. B. Lambie and wife, D. W. Lawrence, R. T. Lees, F. W. Lewis and wife, H. W. Lombard, K. A. Lott, J. Lowell, F. W. Lyle, W. H. McGregor, A. W. Miller, Mrs. J. F. Moore, J. C. Moore, A. E. Morey and wife, A. Morrison, Lewis Morrison, J. Mowat, L. S. Neville, J. H. Pain, St. C. Parry, S. S. Patten, L. T. Peck and wife, Geo. H. Perry, Miss C. Perry, G. F. Peterson, W. F. Peterson and wife, S. R. Phelps and wife, T. I. Phelps and wife, C. C. Philbrick, Mrs. A. H. Pickens, F. E. Pritchard and wife, Mrs. G. V. Purcell, C. B. Quigley and wife, J. M. Raymond, G. N. Reichard and wife, Mrs. A. Reichard, S. G. Reynolds, Mrs. W. G. Rogers, L. Rosenthal, J. B. Ross, B. W. Rowell, G. Schofield, W. A. Schreiber and wife, H. Setzer, Jr., C. L. Sherwood, J. L. M. Shetterly and wife, R. D. Sillman, G. F. Sinclair and wife, Miss C. L. Smith, E. Smith, M. Smith, A. C. Spring, K. H. Stafford, N. A. Stoddard, J. M. Stover and wife, T. W. Strahan and wife, Miss N. Strahan, Dr. L. A. Thompson, E. W. Tucker, H. G. Van Court, Dr. E. Van Slyke, B. E. Vaughn and wife, Jno. Waddell and wife, Dr. A. Wagner, Master Wagner, J. A. Walcott, F. Waisen and wife, E. M. Walsh, Col. T. B. Warren and wife, Miss Warren, J. H. Watson, Wm. Went and wife, W. A. Whitman and wife, T. J. Winkler, Lou. B. Winsor, H. F. Wood and wife, L. E. Wood, C. S. Wright, Miss H. Wright, Miss M. A. Wylie.

Auckland—J. G. Black.
Sydney—H. F. Band and wife, G. P. Barber and wife, Miss A. E. Barber, Miss L. Barber, Miss J. M. Barber, L. Barber, R. F. D. Barton, B. Berthald and wife, Miss E. Bishop, C. E. Booth, Mr. Deering, E. C. Drum, L. C. Gordon, G. B. Hopper, M. Lemcke, P. Moore, T. G. Nicklin, Miss Robinson, F. Rosling and wife, L. Samun, A. E. Savage, J. M. Sinclair, Mrs. G. Soule, A. G. Stevenson, C. E. Wheelwright, H. Wood.

Join at Honolulu for Sydney—Madame A. Dolores, E. K. Lindsey, R. Newell, Madame Vaudour.

Warspite off Port.

The British man-of-war Warspite was sighted off Koko Head yesterday afternoon about 2 o'clock. She steamed slowly around Diamond Head and, about half past four o'clock, she dropped her anchors off the harbor. She comes from Victoria, where she has been stationed for some time.

As the Warspite anchored off port she fired a national salute of twenty-one guns, hoisting the Star and Stripes. Three or four minutes after the last gun had sounded the British flag was

hoisted at the naval station and the guns on the Naval wharf spoke out in response to the salute of the Britisher. The Warspite is a first class armored cruiser of 8,400 tons displacement and was launched in 1884. She carries four 22-ton 9 2.10-inch guns, ten 6-inch guns and, in her second battery, four 6-pounders and four 3-pounders, quick-firing guns. She has six torpedo tubes. Her nominal speed is 16 7.10 knots and she has an indicated horse power of 10,600. She is a sister ship of H.M.S. Imperieuse and is a flagship.

Alameda Ahead of Time.

SAN FRANCISCO, Feb. 25.—Two days ahead of time, the Oceanic Company's steamer Alameda, Captain Herriman, reached port late Saturday night, and went to Pacific street wharf yesterday morning. The trip from Sydney was made in twenty-two days, and from Honolulu in five days and nineteen hours. Rough weather was experienced from the Islands, and fog caused Captain Herriman to anchor the vessel just off the bar early Saturday afternoon. The cabin passengers, impatient to disembark, and fault among themselves over the delay, and asked each other why Captain Herriman could not come inside the harbor. Later, when Pilot Freeman boarded the Alameda, with a copy of the Chronicle containing an account of the loss of the Rio Janeiro and many of her passengers in a fog at the entrance of the harbor, and the news spread over the steamer, the Alameda's passengers changed their opinion of Captain Herriman, their expressions of indignation gave way to words of praise, and before they left the vessel they had voted a testimonial of regard for the commander of the steamer.

The copy of the Chronicle that had been taken on board by Pilot Freeman was handed to J. B. Stetson, who went into the social hall and read the long story of the Rio Janeiro's loss to his fellow passengers. It produced a deep impression upon them. Several of the passengers from Honolulu had at first intended to come here on the Rio de Janeiro.

The Alameda, having been superseded on the Australian route by the Sierra, Sonoma and Ventura, will be laid up here for three months for the purpose of a general overhauling. New boilers are to be put in, and the engines are to be changed from compound to triple-expansion, which is expected to increase the speed of the vessel with less coal consumption. A refrigerator plant is to be installed, the hull is to be strengthened, and the deckhouses are to be remodeled.

Sailing of Transports.

It was found impossible to get the transport Indiana away from San Francisco for Manila on the 10th, as was expected, on account of putting in a new foremast and general repairs, and the departure of the vessel's departure has been fixed for March 15th. On the following day the transport Meade will take her departure for the Philippines. Word has been received that the transport Logan sailed from Manila for San Francisco on March 1st, with 250 dead bodies, and the Logan is also said to be bringing the returning volunteers of the Third and Thirty-fourth Infantry regiments.

Mohican on a Cruise.

On March 5 the training ship Mohican sailed from San Francisco for San Diego, later continuing to Magdalena Bay for gun practice. Returning to San Diego, the Mohican will then sail for Honolulu for a brief sojourn, returning to the Coast at Puget Sound and later going to San Francisco. On board the Mohican are 250 landsmen, who have already received considerable training in naval tactics, and will upon this occasion get their first taste of the sea. The gun practice in Magdalena Bay will be with the Mohican's new battery of six-inch and six-pound guns, and drills on land are also to be practiced.

Sugar Vessels Arrive.

SAN FRANCISCO, March 3.—The brig W. G. Irwin, fifteen days from Honolulu, arrived yesterday with 9,048 bags of sugar. The same length of time was occupied by the schooner H. C. Wright, with sugar from Kahului, and thirty days were occupied by the barkentine Echo, in ballast, from Honolulu.

Condemn Pilot Jordan.

California Harbor No. 15 of the Masters' and Pilots Association has adopted resolutions tending to indorse the actions of Captain Ward of the 11-fated Rio de Janeiro and condemning the action of Pilot Jordan in his alleged criticism of Captain Ward relative to the wrecking of the steamer.

Saves a Hunted Cannibal.

WASHINGTON, March 2.—Commander Tilley, the Naval Governor of Tutuila, reports to the Navy Department under date of Auckland, February 1st, that as an act of humanity he has added a cannibal to the crew on the United States ship Abarenda.

The Challenger Has Sailed.

The American bark Challenger sailed on March 5 from San Francisco for Sydney with a cargo consisting of 551, 561 feet of lumber, 1,116 bundles of laths, and fifty cases of powder, of the aggregate value of \$15,315. On November 18th last, in command of Captain

Piltz, the Challenger sailed from Oyster Harbor with a cargo of coal for Kahuhi, Hawaii, but after a terrible ordeal with gales and rough seas, had to put into San Francisco in a leaking condition, and with much of the rigging and masts gone. After the coal was discharged the vessel was made into a bark.

New Quarantine Rule.

Hereafter Chinese crews on the trans-Pacific steamers will not be subjected to detention and fumigation at the quarantine station at Angel Island and provided they have been favorably passed upon at the beginning of the voyage. The Coptic was the first steamer to profit by the new rule, and was in consequence detained only a short time at San Francisco.

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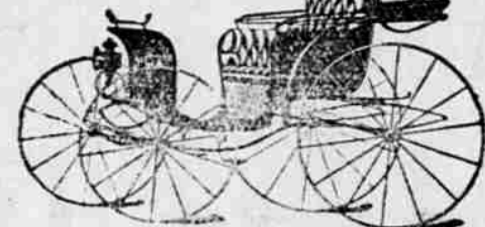
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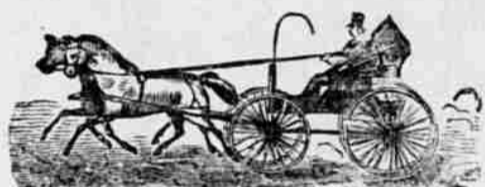
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